

B. F. B.

MAR 26 1986

This is
ROSEVILLE

Album 43



387-800











The Southern Pacific Terminal

at Roseville, California

Roseville Yard

Roseville yard is the center of Southern Pacific's Northern District operations.

At the crossroads of the original transcontinental railroad and the north-south route between Los Angeles and Portland, it is the gathering point for all eastbound freight from the central West Coast area. It is also the assembly point for trains bearing goods for the entire West Coast via the Ogden gateway.

Roseville Yard regularly handles from 90 to 125 trains in and out daily. Of these, 90 per cent of the incoming traffic is humped. Inbound trains include: (1) solid blocked perishable trains that bypass the hump and go directly into PFE's icing and fueling plant in the eastern portion of the yard; (2) mixed trains, all of which pass over the hump; (3) expedited freights of forwarder merchandise bound for Bay Area communities, which also bypass the hump; (4) north and southbound perishable and merchandise trains between California and Portland, most of which are humped; and (5) full trains of northbound empties for Northwestern Pacific and for the forest products industries in Northern California and Oregon. These, too, largely bypass the hump.

To speed the tremendous job of sorting from 7,000 to

8,500 freight cars every 24 hours, Roseville has a unique double hump -- one of the few in the nation -- where two full trains can be classified simultaneously. Many scheduled trains that are broken up, for example, are allotted only two hours from the time they enter the yard until they're on their way. Bypass trains average from 20 to 30 minutes through the terminal.

The five-mile-long yard contains 120.79 miles of track stretching out over 530 acres. SP has acquired an additional 355 acres for future expansion. Acreage used by Pacific Fruit Express is not included.

The 49 bowl tracks in the yard will hold 2,400 50-foot cars. The yard provides employment for 2,500 persons.

Dispatching

Roseville terminal is also the chief dispatching center for trains operating between Roseville and Ogden, Utah; between Roseville and Dunsmuir and south to the Sacramento city outskirts, to Oakland, San Francisco and San Luis Obispo.

CTC

Roseville consoles control all CTC operations between Ogden and Sparks: (SP maintains a double-track operation between Sparks and Roseville) and also between Roseville and Dunsmuir where the CTC at Eugene, Oregon takes over. It also

covers the line to the Sacramento outskirts nearby where CTC from Bakersfield takes over, and on the Western Division from Watsonville to Salinas and Santa Margarita to San Luis Obispo.

Modernization

Roseville Yard is now a standard gravity push-button railroad freight car classification yard modernized in 1952. Southern Pacific is studying the feasibility of computerizing Roseville Yard in a system similar to that now operating at Eugene.

Mechanical Operations

Roseville is one of three heavy running locomotive and car repair stations on the Southern Pacific system (not including the Cotton Belt Lines).

Facilities there include a modern One-Spot Car Repair shop; up-to-date diesel servicing facility for fueling, sanding and running repairs; and the diesel shop.

These facilities are augmented by those of the Sacramento General Shops, only 17 miles away.

The Roseville Diesel Shops

A total of 570 diesel locomotive units are assigned to Roseville terminal for maintenance. This comprises well over 25 per cent of Southern Pacific's total fleet. These units are inspected and repaired on a regular schedule on the

eight tracks in the diesel shops where an average of 480 employees handle about 790 repairs monthly.

Diesel Repairs at Sacramento

At Sacramento General Shops 780 men handle an average of 29 major locomotive overhauls and rebuild an average of 19 diesel engines monthly, in addition to performing numerous support functions for other repair facilities.

Diesel Servicing Facility at Roseville

Called the "launching pad" by SP employees, this is simply an ultra-modern super-service station for quick turn-around servicing of SP's diesel fleet. At this facility, 166 employees handle running repairs, fueling, sanding and watering on an average of 4,696 diesel units monthly. The facility -- containing five tracks each with its own inspection and repair pit -- is among the most modern in the nation and drastically minimizes turn-around time for SP's diesel fleet. This facility is closely integrated in its operations with those of the nearby diesel shop.

Freight Car Repair and Cleaning

The one-spot car-repair facility here is a three-track system with inbound tracks, a repair building housing a work area and an outbound section where cars can be accumulated after running repairs prior to returning them to the main yard.

One of the major activities here is modification of cars to fit the specific needs of individual industries.

Sacramento Shops also has a passenger car department, employing 207 men, who handle major repairs and overhauls on an average of about 12 passenger cars monthly.

Laboratory

Roseville's well-rounded transportation complex is augmented by a fully-equipped laboratory for analysis of diesel engine lubricating oil to provide an effective control over engine performance and parts wear.

PACIFIC FRUIT EXPRESS

Also within the Roseville terminal area are extensive facilities of Pacific Fruit Express, refrigerator car line jointly owned by Southern Pacific and Union Pacific.

PFE's car-repair shops cover slightly more than 108 acres, containing 25 tracks totaling 18.06 miles. Here, an average of 650 employes last year repaired 64,476 refrigerator cars, 1,920 piggyback flatcars and 4,679 refrigerated piggyback trailers.

PFE's ice manufacturing plant last year issued 70,123 tons of ice to 22,229 ice refrigerator cars on four mile-long tracks. The plant can produce 420 tons of ice daily and can store 23,500 tons. Employes also inspected and processed 26,866 mechanical refrigerator cars, 12,506 vans and 319 missile shipments.

Inbound tracks are divided into two sections each. The first receives cars from the train yard. From the second, cars are progressed into the repair area without interrupting the repair work.

Mechanical car pullers, operated by push-button controls located in the repair area, have been installed on both inbound and outbound sections. After being repaired, the cars are moved from the repair areas by the mechanical pullers and gathered in the outbound section before being moved back to the train yard.

The one-spot facility speeds operations by bringing the work to the man rather than sending the man and his tools out into the yard to do the work.

Such facilities have permitted Southern Pacific to maintain one of the best car-repair ratios in the entire industry -- well under 2 per cent at any given time. This facility permits SP to handle an average of 1280 cars monthly with an average of 54 employees.

A nearby cleaning track, employing 27, cleans an average of 2,440 cars monthly.

Car Repair Facilities at Sacramento

The Roseville facilities again are backed up by those at Sacramento General Shops, which mainly handle major heavy repairs to freight cars. Here, an average of 420 employees turn out an average of 720 cars, rebuilt and repaired monthly.

Ice distribution has been mechanized here since 1956. The plant now employs an average of 73 persons.

PACIFIC MOTOR TRUCKING COMPANY

PMT, SP's highway arm west of El Paso, Texas, is also active within the Roseville terminal although its nearest terminal facilities are located in Sacramento. PMT unloads both autos and piggyback trailers from ramps in the eastern portion of the yard. Facilities there include one track with a capacity for eight 89-foot auto racks and three tracks with a capacity for 36 89-foot piggyback flatcars. This means that for each spot, as many as 120 autos and 72 40-foot piggyback trailers can be loaded or unloaded. PMT -- which has assigned 125 power units to the Sacramento - Roseville area -- employs 94 pick-up-and-delivery drivers, 36 highway drivers and 21 men in its shops. On a 24-hour basis this terminal handles auto and piggyback deliveries and highway traffic north to, but not including, Chico; south to, but not including Stockton; and west to Travis Air Force Base.

SOUTHERN PACIFIC PIPE LINES, INC.

Also within the eastern limits of the Roseville terminal area is Southern Pacific Pipe Lines' Roseville pumping station

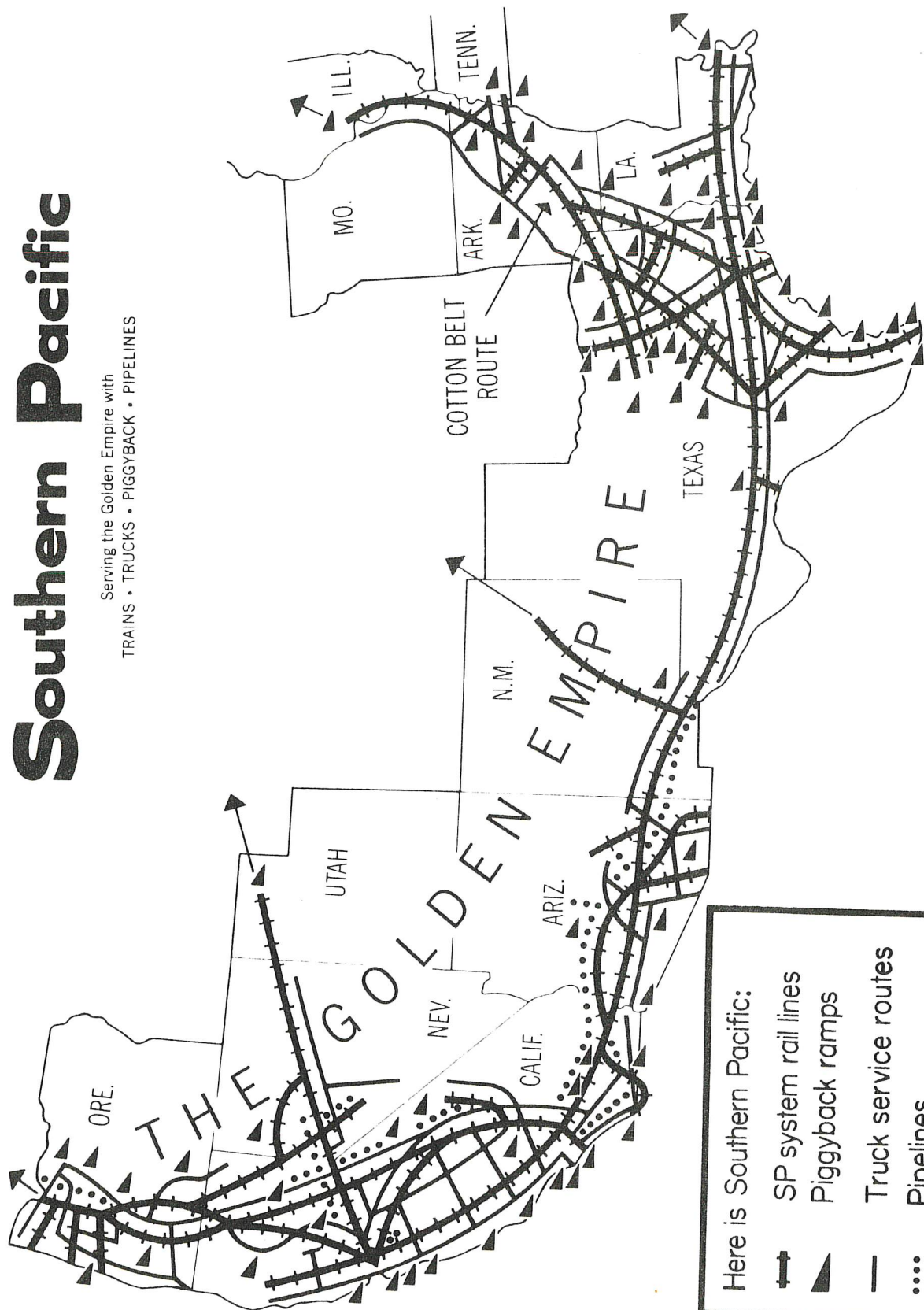
and tank farm, which has been in operation since 1957. It is located on a 272-mile pipeline from Richmond, California to Fallon, Nevada. Pumps at the Concord, California pumping station along this line in the Bay Area are capable of delivering 55,200 barrels of petroleum products daily into the Roseville - Sacramento area. During 1966, a total of 27,305,188 barrels were pumped through the Richmond - Fallon system and its lateral extensions. Last year, a 10-inch extension 11 miles long was installed from East Sacramento to the Sacramento River waterfront. Now under construction is a 61-mile-long 14-inch line -- along with tankage and other modifications -- at Concord in the Bay Area, to Sacramento. Completion is expected early in 1968.

One of the tanks here stores diesel fuel for use by locomotives working out of Roseville. A four-inch pipeline connects this tank with another within the diesel servicing area to provide an ever-ready supply.

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Southern Pacific

Serving the Golden Empire with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES



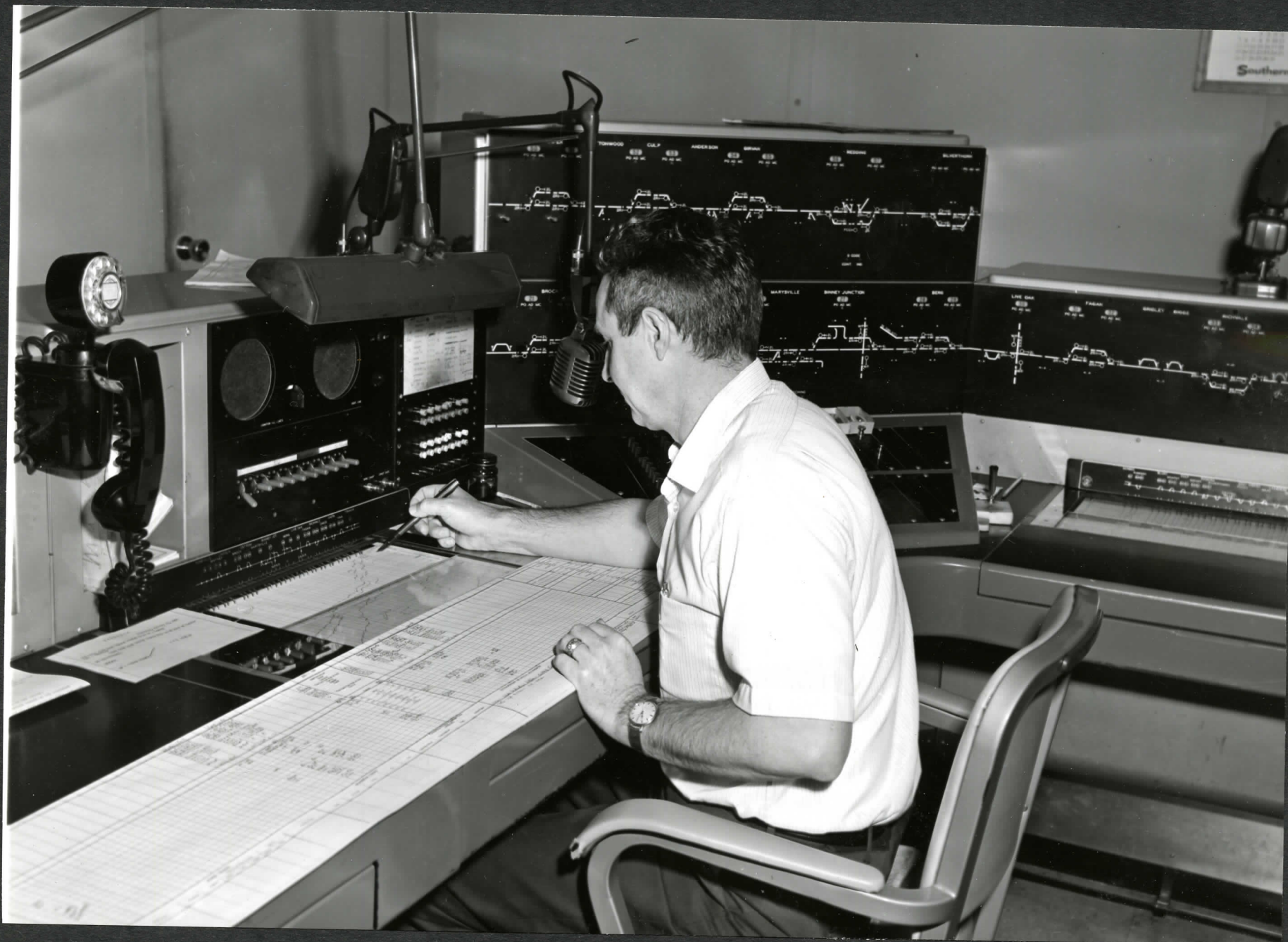
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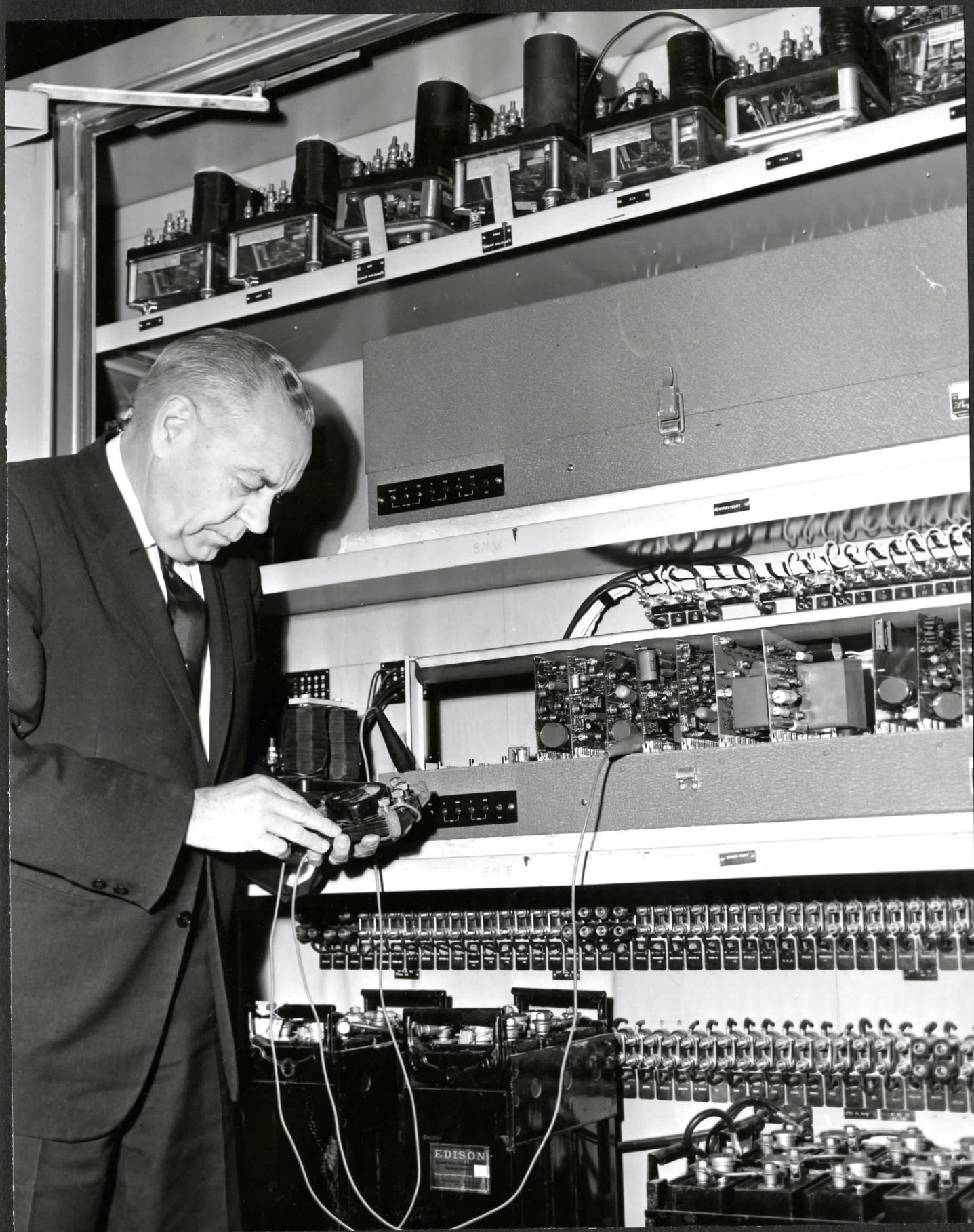
- SP system rail lines
- Piggyback ramps
- Truck service routes
- Pipelines
- Through connections



Roseville dispatchers
control all train movements
from Ogden, Utah, through
Roseville to ^{Oakland} ~~Ogden~~ and
San Francisco, between
Roseville and Dunsmuir
and from San Francisco to
San Luis Obispo.







Hot box detectors scan all
closed circuit television
trains entering Roseville
terminal.
to insure accuracy of
inbound train lists.



Closed - circuit television
helps SP insure accuracy of
inbound train lists.







Every car that enters Roseville Yard -- and other yards on the Southern Pacific system -- is inventoried and all pertinent information recorded on a punch card. These cards are moved as the car moves within the yard, do that at any given time, personnel know what cars are on which tracks. This is known on SP as PICL -- Perpetual Inventory Car Location.





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Fueling and sanding SP
diesel locomotives at the
Yardmaster supervising
super service stations that
cresting operations at Roseville
SP workmen call the "launching
pad."



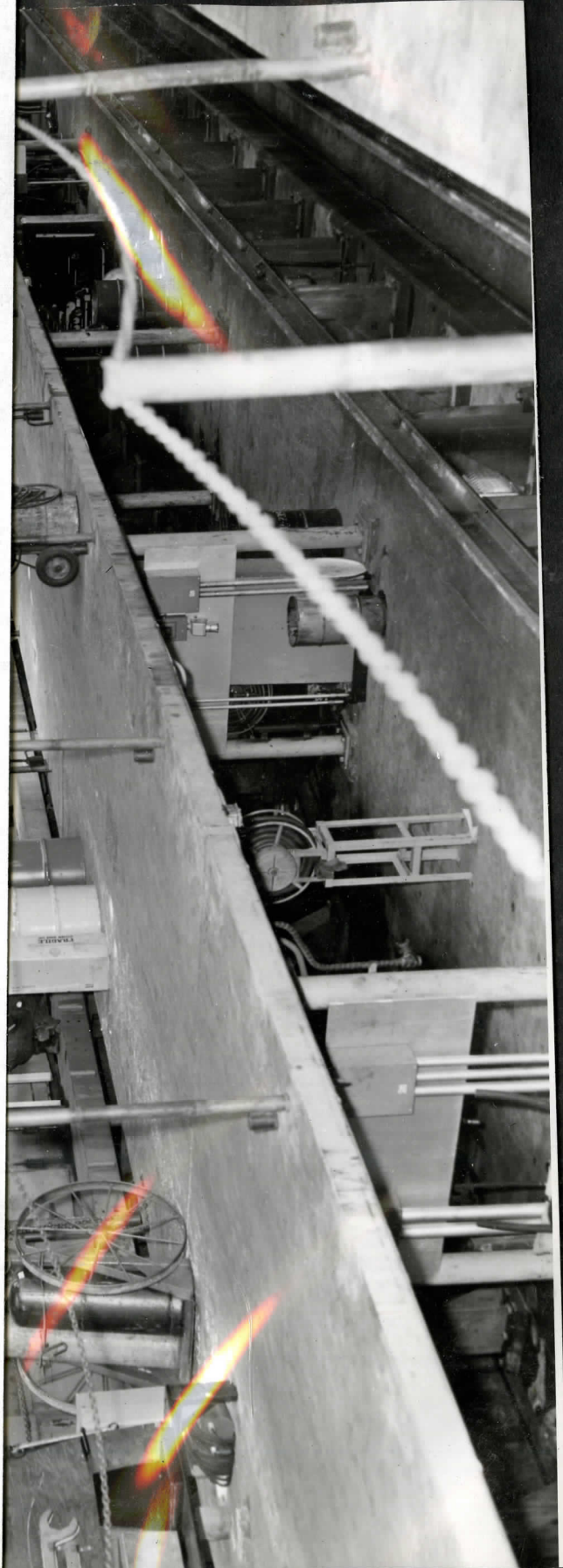
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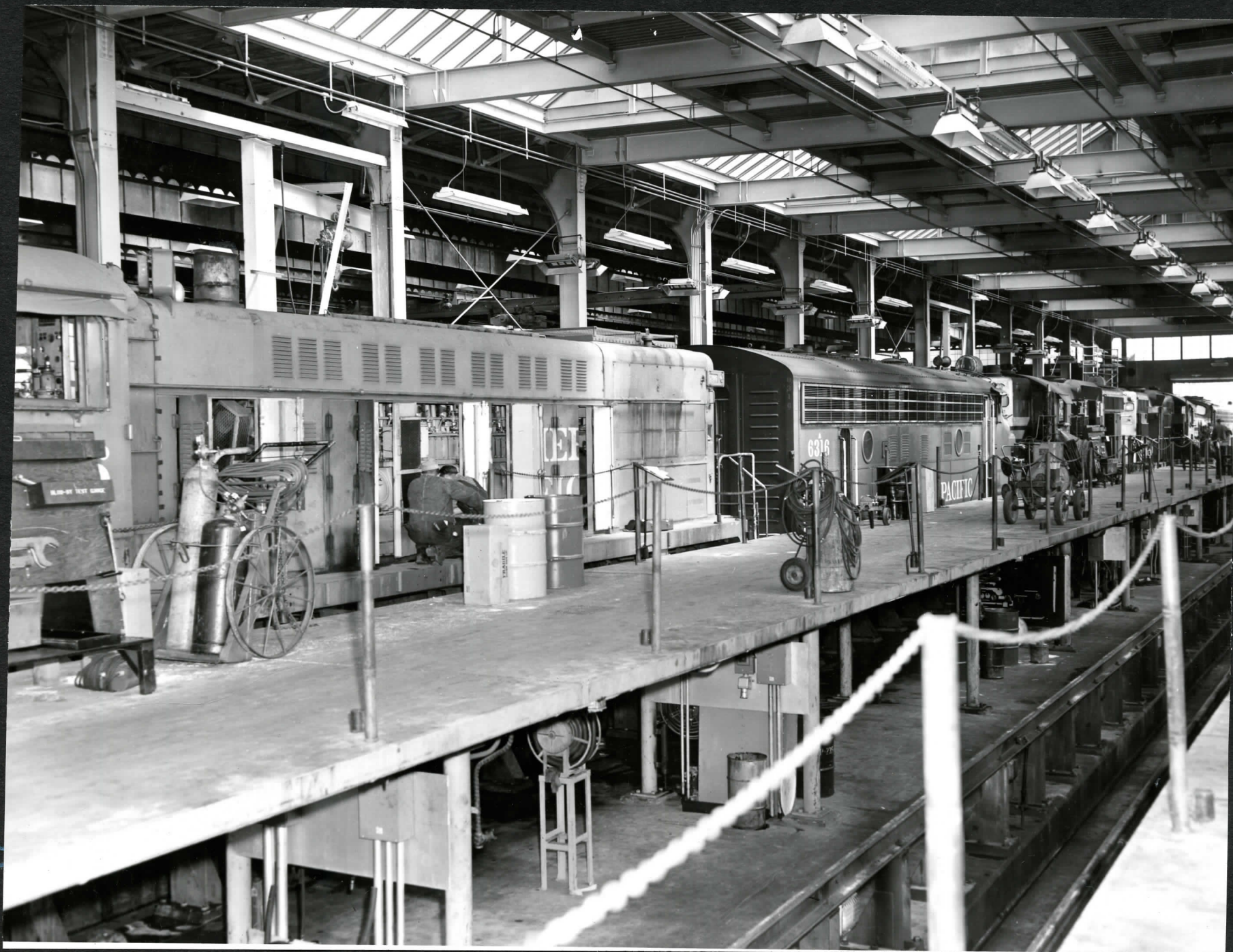




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Locomotives undergoing repair
at the SP diesel shops at
Roseville.





SOUTHERN PACIFIC

EXW 10'-6" H 13'-6"
EW 9'-0" H 14'-4"
IL 50'-6"
9'-2"
10'-4"
T4788

BLT 11-36 A-50-12-A

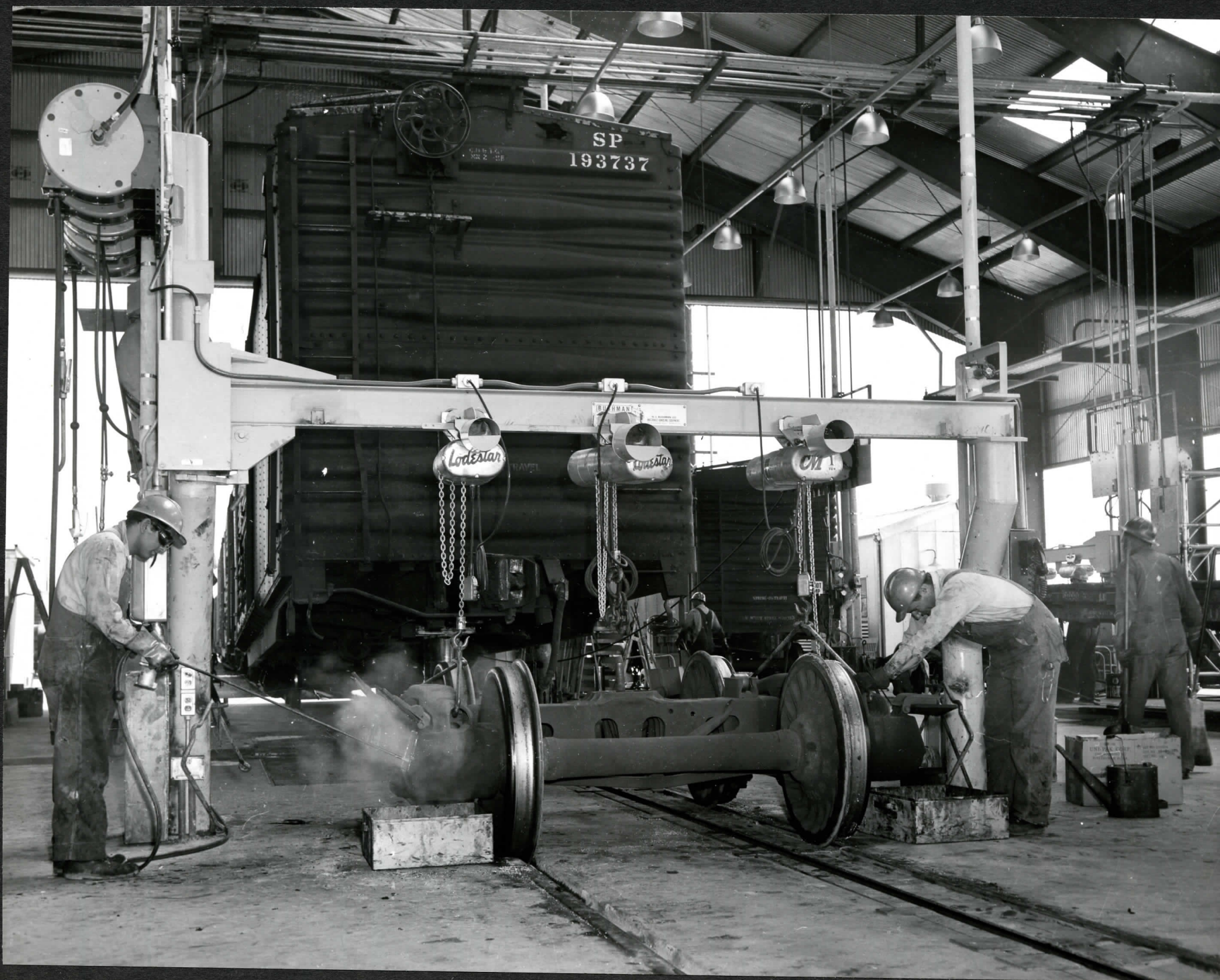
WARNING: DO NOT
CLIMB UP AT

RPKO SAC G-23.5
SP



Push button controls and
equipment close at hand help
SP speed repairs through modern
one-spot car repair facilities.

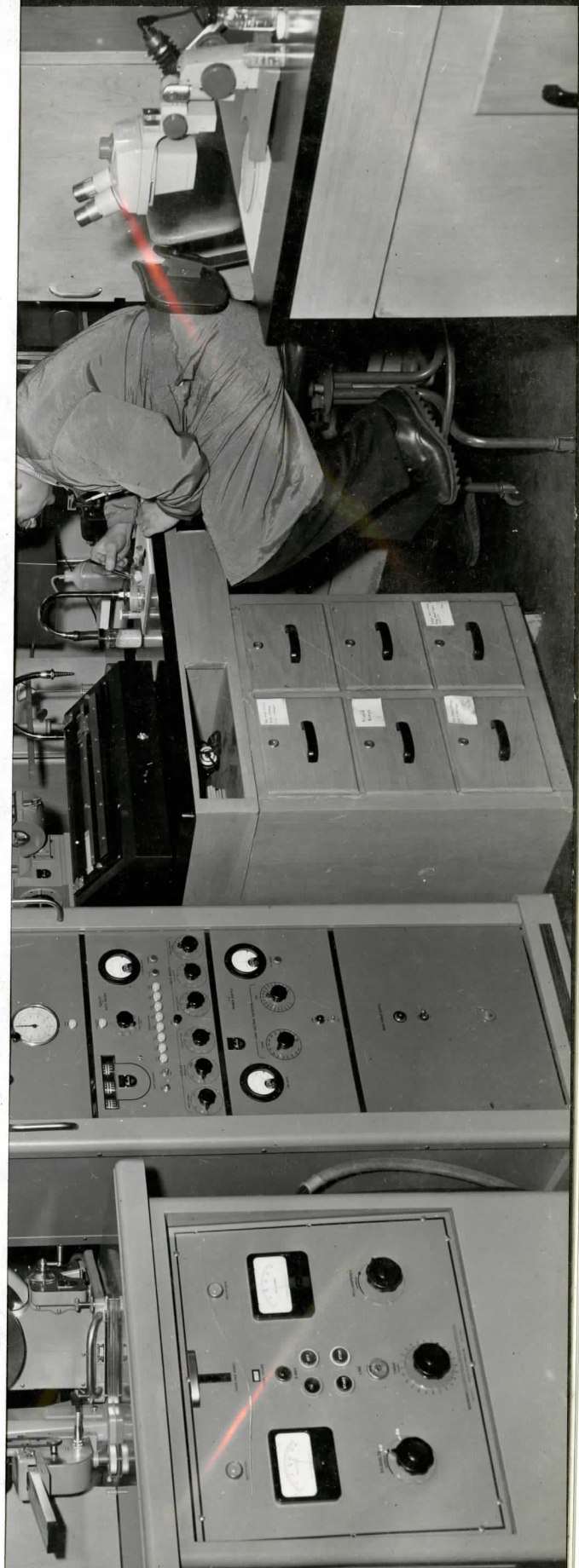




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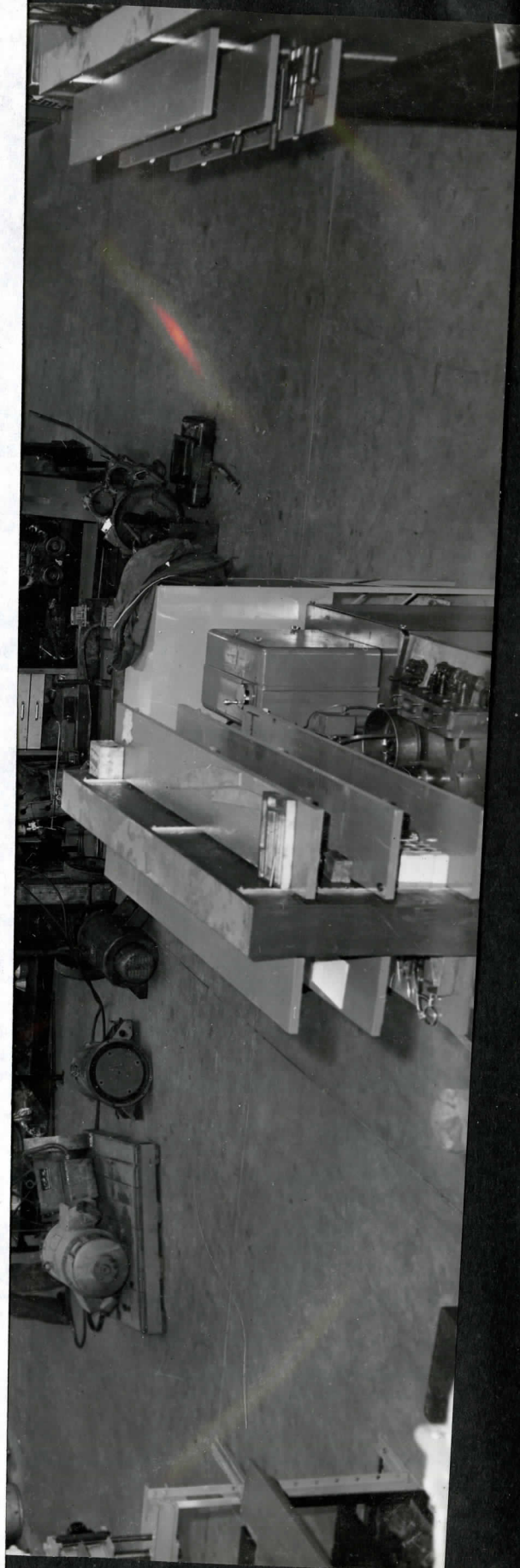
A fully equipped laboratory
analyzes diesel engine lubricating
oil to provide an effective control
over engine performance and parts
wear.





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Workmen repairing and over-
hauling diesel refrigeration
engines in Pacific Fruit Express'
mechanical refrigerator repair
shops at Roseville.





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PFE's Roseville icing
plant can ice and fuel four
trains simultaneously.





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Loading Polaris Missile Motors
for piggyback shipment east at the
Roseville Piggyback ramps.







The Roseville terminal
also includes piggyback ramps,
an SP Pipe Lines' tank farm and
pumping station, a repair yard
and an icing plant of Pacific
Fruit Express.





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